

COTTAM & Co.,
NEW SHIPMENT.
FELT HATS,
STRAW HATS,
CLOTH CAPS,
SCARVES & TIES,
6s., 6s. 6d., 6s.

The Hongkong Telegraph.

ESTABLISHED 1881.

"OPAL."
"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 495 日九初月十年二十二緒光

FRIDAY, NOVEMBER 13, 1896.

五拜禮 號三十月一十英港香

THIRTY DOLLARS
PER ANNUM.

Banking.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.,
C. Beermann, Esq.,
G. B. Dodwell, Esq.,
M. D. Eschke, Esq.,
R. M. Gray, Esq.,
R. L. Richardson, Esq.,
Alex. Ross, Esq.,
D. R. Sassoon, Esq.,
R. Shewan, Esq.,
N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong, T. JACKSON, Esq.
Shanghai, J. P. WARD, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th November, 1896.

HONGKONG SAVING BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP \$100,000
RESERVE LIABILITY OF SHARE
HOLDERS \$100,000
RESERVE FUND \$100,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 19th October, 1896.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.,
H. Stollerfoht, Esq.,
Chan Kit Shan, Esq.,
Chow Tung Shang, Esq.,
Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895.

CARBOLINEUM-AVENARIUS

USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
SHEELE & Co.
Hongkong, 15th May, 1896.

Insurance.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to £8,086,402 Sig. The premiums are
moderate; and all modern features consistent
with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896.

EMPEROR ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.

CAPITAL \$2,500,000
TOTAL FUNDS AND SECURITIES \$2,480,000
NET ANNUAL FIRE PREMIUM \$751,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 \$833,333.33
EQUAL TO \$1,000,000
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
HONGKONG, 17th December, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
HONGKONG, 26th May, 1896.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zealand Street, on MONDAY, the 16th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.

Hongkong, 10th November, 1896.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS CAPTAINS TO SAIL REMARKS

JAPAN, &c. Palawan C. E. Baker Noon, 14th Nov. Freight or Passage.
(Passing through the Inland Sea.)

KOBE (Direct) Bombay G. H. C. Weston, R.N.R. Noon, 14th Nov. Freight or Passage.

SHANGHAI Kaitum-Hind C. L. Daniel About 15th Nov. Freight or Passage.

LONDON, &c. Khedive S. G. D. Andrews, R.N.R. Noon, 19th Nov. See Special Advertisement

JAPAN Anson W. D. Mudd Noon, 20th Nov. Freight or Passage.
(Passing through the Inland Sea.)

LONDON, via Japan T. Leigh About 26th Nov. Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 12th November, 1896.

LANE, CRAWFORD & CO., SHIPCHANDLERS,

DECK AND ENGINE-ROOM STORES OF ALL KINDS.

HUBBUCK'S FIRST QUALITY PAINTS and OILS.
SIR CHAS. PRICE'S ENGINE and CYLINDER OILS.
EAGLEBERT'S CYLINDER OIL.

INTERNATIONAL ANTIFOULING COMPOSITION FOR SHIPS BOTTOMS.

This Composition has been Supplied to all the Navies of the World and all the principal
Steamship Companies.

INNUMERABLE TESTIMONIALS.

FRESH WATER SUPPLIED.

CALL FLAG "R."

Hongkong, 11th November, 1896.

MEALS
MONTHLY RATES FOR
AT H.K. HOTEL

Breakfast \$1.00
Dinner \$1.50
Tea \$1.00
All 3 Meals \$3.50

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.
do " " quarts \$33 "

SHEWAN & Co.,
Agents.

Hongkong, 25th June, 1896.

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR

Hongkong, 1st September, 1895.

AQUARIUS

THE TABLE WATER OF THE FAR EAST.

"SECOND TO NONE."

ESTD. 1884. Being made from TREBLE DISTILLED WATER only it has a Purity that

Natural Mineral Waters cannot hope to attain.

SOLE AGENTS.

CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS,
THE AQUARIUS COMPANY.

Hongkong, 31st October, 1896.

W. POWELL & CO. DRESS TRIMMINGS.

IMMENSE STOCK

ALL NEW GOODS.

W. POWELL & CO.

Hongkong, 7th November, 1896.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE EASTERN AGENTS FOR

THE ALUMINIUM AND GENERAL FOUNDRY CO.

NEW WIRE WOVE ROOFING Co.

SNOWDON'S SON'S & Co. "SNOWDRIFT."

FRASER & CHALMER'S MINING MACHINERY (Malay Peninsula):

GEIPEL'S STEAM TRAP.

LEWIS BERGER & SONS, LIMITED, PAINT MANUFACTURERS.

TURTON BROS. & MATHEWS STEEL GOODS.

Hongkong, 15th October, 1896.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.

Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign

Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.

Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty

for use throughout the Royal Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,

Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-

boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.

IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT:—THEOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1030]

RAINIER BEER.

THE famous Malt Tonic and Drink.

Try it once and you will order it

again. One trial will convince you of its

merits. Do not confuse it with cheap and

abominable stuffs.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
100 HOUH LANE.

1596]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VINPASTEUR the great French Nerve Tonic.

Also Sole Agents for the new well-known JAPANESE TABLE WATER

TAN SAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

605]

PALE ALE.

IND, COOPE & Co's

AN EXCELLENT TONIC.

TRADE MARK.

Hong Name:—YUEN WO.

PER CASE OF 4 DOZEN QUARTS...\$13. PER DOZEN...\$3.25.

PER CASE OF 8 DOZEN PINTS...\$15. PER DOZEN...\$3.00.

TELEPHONE, No. 135.

SOLE AGENTS:—

GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 24th October, 1895.

W. BREWER & CO.

LETT'S DIARIES 1897.

CHRISTMAS CARDS,
(CHINESE and JAPANESE).

NEW BOOKS AND NEW EDITIONS.

The Queen's London...\$5.00 Clags Kelly, by Crockett...\$1.20

The Old Country, 6 vols...\$5.00 Plain Tales from the Hills, by Kipling...\$1.20

Practical Engineers Hand-Book, by Hutton...\$2.00 Stable Building and Stable Fitting, by

Mark Owain Choice Works...\$4.00 Gerard...\$4.00

Elementary Lessons in Electricity and Electric Lighting for Marine Engineers,

Magnesium, by Sylvanus Thompson...\$2.50 by Walker...\$2.50

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.

A. B. C. Code. No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

Tiffin at 1 P.M. DINNER at 8 P.M.

ARRANGEMENTS can be made for Tiffin or Dinner Parties in
Private Dining-Rooms.

For further Particulars apply to THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

THE CLUB HOTEL.

5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-

sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT

Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every

assistance given in clearing luggage and affording information. Passengers are met at the

Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra

charge—THIS ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER

on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. J. DEWETTE, Manager,
TOKYO.

HOTEL METROPOLE.

1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-

sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT

Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every

assistance given in clearing luggage and affording information. Passengers are met at the

Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra

charge—THIS ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER

on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. J. DEWETTE, Manager,
TOKYO.

Intimations.

W. BOFFEY & Co.,
TAILORS,
2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season,

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and
OVERCOATINGS, BREECHES and RIDING MATERIALS in vastity.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1645]

EYE-SIGHT.

NOTICE.

MR. N. LAZARUS, Oculist-Optician, of
LONDON and CALCUTTA, may be con-
sulted for SPECTACLES at the HONGKONG
HOTEL (Room No. 139).

FOR A FEW DAYS ONLY.

A great proportion of cataracts and diseases
affecting those advancing in life occur to those
having some deficiency in the construction of
the eyes—the many years of "Eye Strain"
ending in various forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

HONGKONG HOTEL,
(Room No. 139).

Hongkong, 3rd November, 1896.

[1637]

Today's
Advertisements.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above
LODGE will be held in the FRANKMANS
HALL, Zeland Street, on FRIDAY, the 20th
instant, at 5 for 6.30 p.m. Visiting
Brethren are cordially invited to attend.
Hongkong, 13th November, 1896.

[1758]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge or remaining
on board after the 17th instant, will be landed at
Consignees' risk and expense into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Wanchai.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 13th November, 1896.

[1760]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TIENTSIN."

Captain Dawson, will be despatched as above
on MONDAY, the 16th instant, at 10 A.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th November, 1896.

[1745]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain C. B. N. Dodd, will be despatched as
above on TUESDAY, the 17th instant, at 4 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th November, 1896.

[1759]

Intimation.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear comparison
with the best English Manufactures.Special terms to HOTELS, CLUBS, RESTAURANTS and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1904.

[1627]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET.—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 13th September, 1896.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 13, 1896.

REUTERS' MESSAGES.

A JAMESON LEGACY.

LONDON, November 11th.
It is reported that the Transvaal Government
has decided to claim a million pounds sterling
as an indemnity for the Jameson raid.THE VENEZUELA SETTLEMENT.
The Press rejoices at the settlement of the
Venezuela Question.

AT LAST!

The Porte has officially published a scheme
of reforms for the whole Empire, and has also
issued orders to the Vail to put the scheme into
immediate execution.

THE VENEZUELA SETTLEMENT.

The Venezuela Convention between Great
Britain and the United States comprises an
agreement for arbitration in future disputes.

LOCAL AND GENERAL.

H.M.S. *Firebrand* has arrived at Foochow,
from Nagasaki.A MEXICAN Admiral, with his flagship, will
probably be here shortly from the north.A CHINAMAN, named Ng Oot, charged with
murder at Raangon, has been arrested at Singa-
pore.H.M.S. *Centurion*, with Admiral Sir A. Buller,
C.B., on board, is due here tomorrow forenoon,
from Amoy.H.M. *Aeolus* is at Kobe, the *Grafton*,
undamaged and *Flover* are at Yokohama, and
the *Archer* at Nagasaki.This sum to be expended for shipbuilding and
navigation encouragement in Japan for the year
1897 will reach two million yen.THE French flag ship *Bayard*, with the Com-
mander-in-Chief of the French Pacific Squadron
on board, is expected here in a day or two.A LINE of Japanese steamers is to be established
on the upper reaches of the Yangtze River,
Government engineers are making surveys for
Japan.THE Singapore *Mid-day Herald* put the shutters
up on the 2nd inst. The plant (and goodwill!)
goes to one of the Protected States, where a live
paper is to be started.THE Ching Ling Foo Troupe gave another
entertainment last evening in the Victoria Hall
and their clever feats again delighted and
baffled a large audience.THE Japanese battleship *Chino* left Yokohama
on October 28th for a two months' cruise along
the west coast of Japan. She is expected to
return to Yokohama in January.COMMANDER LAXTON, late of H.M.S. *Placoch*,
arrived here yesterday by the *Manila* and is
proceeding in her to England. He goes
home on well-earned promotion.MR. BALLINGTON BOOTH, who was lately
deposed from the command of the Salvation
Army in the United States, has become a
Presbyterian clergyman at Chicago.THE French sailor who attempted to smuggle
eleven tins of opium at Yokohama on October
29th has been fined yen 120 by the French
Consul, and the fine was handed to the Customs.THE *Grashtanka*, one of the St. Petersburg
dallies, has been suspended by the Rus-
sian authorities for having published an article
which is regarded as an insult to the French
nation.WE hear it is probable that Admiral Buller, who
is due here tomorrow in his flagship, will stop
in Hongkong about ten days and then go on to
Singapore, returning to this colony shortly before
Christmas Day.WE now learn that the reason for the *Flover*
being so long overdue at Hakodate that it was
believed she had come to grief is that she fell in
with a typhoon and put into a harbour in the
Island of Saghalien, and there rode out the
storm.THE well-known clipper ships *Cinta*, *Argonaut*
and *Thalassia* cleared Sydney Heads on Satur-
day, the 12th ult., bound for London with wool
for the January sales, and a good race home is
anticipated. The *Argonaut* is the record-holder
at present.INFORMATION is being solicited from all Indian
ports and the Straits Settlements, says the
Rangoon Times, respecting the British barque
Masco, of 477 tons, which left Gopalpur on 14th
June last with a cargo of rice for Cochin and
has not since been heard of.It is stated in Japanese papers that the cable
ship *Okhama-maru* is shortly to be employed
in laying a submarine cable between Sada-nakai
in Iyo province and Sagasaki in Bungo province,
as the bungled attempt to lay the cable between
the Loochoo Islands and Kelung will not be
resumed till about April next.MR. JOHN PARSONS, the well-known cyclist,
returned to Melbourne on the 14th ultimo from a
trip round the world. He was received at the
Spencer-street Station by a crowd of cyclists,
and was driven to the Vienna Café, where the
chairman of the League of Victorian Wheelmen
formally welcomed him back to the colony.THE Korean *Repository* says:—Ex-Minister
Mitra is held responsible for the utter ruin of
the prestige and power of Japan in Korea, and
we are told that, although the Russians are not
showing themselves hostile over the indepen-
dence of Korea, or talking loudly about
civilizing the country, the great Northern
Power can well afford to dispense with the blare
of trumpet, having more care for the substance
than the shadow.It is reported, and is probably true enough, that
a scheme to organize a Japanese volunteer
fleet, on the lines of the Russian Volunteer
Fleet (Dobrovolnoe Flot) signed by some retired
naval officers, is maturing rapidly and the details
will be made public shortly. It is said that a
joint stock company with a capital of \$10,000,000
will be formed for the purpose, and adequate
protection by the Government will be asked for.
Vessels belonging to the fleet are to engage in
trade during the plying times of peace.WELL to the fore, as usual, the Phoenix
Assurance Corporation, of London, is placing
itself in evidence in all parts of the east by
distributing neat wall-calendars and diaries for
1897. A set of these reached this office this
afternoon accompanied with a copy of the policy
granted by the Phoenix Assurance Co. to the
Atchison, Topeka and Santa Fe Railway Co.,
of the United States of America. It is, we
understand, the largest policy ever issued by
any Company, being for £3,650,865, with a
premium of £35,230 sterling. The Company's
Capital is £6,685,800, and its Assets are valued
at considerably over £1,500,000.THE party of diggers supposed to have been
murdered in New Guinea have turned up, after
suffering terrible hardships and the loss of one
of the men. Going from Samarai to Wombari,
the men, being ignorant of navigation, lost their
way, and were for 24 days exposed to very
severe heat, alternating with heavy rains.
They were picked up on August 7th by the
cutter *Rock Lily*, and were then suffering from
fever and exposure. One of the party, a man
named Edward Page, died on September 2nd.
The remaining four members of the party
recovered from the effects of their exposure, and
one of them, Mr. F. Myers, has arrived in
Sydney.THE most noticeable feature in the Happy
Valley yesterday afternoon was the absence of
the usual crowd of R. B.'s, among the spectators
at the football match. One also misses the
uniform in the streets to a great extent as with
few exceptions the whole of the men are in
Kowloon where they will doubtless live things
up a bit during the next week or so.REALLY it is too bad of the Fraya Reclamation
authorities to start removing the blocks from
alongside Pedder's Wharf without giving the sam-
pan folks warning that they would have to find
another chicken run! A couple of years' notice
would not have materially impeded the work at
the rate at which it is being carried forward, but
perhaps the authorities intend to amuse them-
selves by playing with the blocks elsewhere.
We have always considered a box of bricks a
capital toy for children.CAN nothing be done to stop the nuisance
caused by cyclists riding down Queen's Road,
without lights? Yesterday evening no less than
three were observed passing the Cricket Ground,
where the deep shadow of the trees rendered
them quite invisible, at the distance of a few
yards. Rickshaws carry lights and bicycles
should be compelled to do the same, but we
suppose that nothing will be done to abate the
nuisance until some luckless policeman or some
bigwig has been knocked down and severely
injured by a reckless bike fiend.SOME time ago the Shanghai Magistrate, says
the *Mercury*, upon information being given by
the Tipao of the Yangtze-poo ward of the
whereabouts of the rowdies that have been prey-
ing upon the innocent inhabitants of the neigh-
bouring villages, despatched some yamen-
runners to arrest them, but failed to do anything
beyond capturing two of the least important
members of the gang. The head rowdy, a man
named Chang Kweichang, has since then tried
to take revenge upon the Tipao, but opportunity
failed him, until the other day when he found
the Tipao drinking tea in a small shop in the
vicinity of the Yangtze-poo Road, whereupon he
seized the unfortunate fellow and squeezed \$50
out of him, under threat of murder.—The Tipao's
lot at Shanghai, like a policeman's, is not a very
happy one.H.M.S. *Argyll* returned to Sydney lately after a
nine months' cruise about New Zealand. She
visited the Campbell and Bounty Islands, and
Antipodes and Auckland Islands. At the Camp-
bell Group a careful search was made of all the
provisional depots placed on the islands by the
New Zealand Government for shipwrecked
persons. It was found that the provisions placed
there had been untouched, so it is thought
that no shipwrecked persons had effected a
landing since the provisions were deposited on the
islands. The Bounty Islands and the Antipodes
are reported to be literally covered with penguins
and albatross, and should, therefore, be valuable
for their guano deposits. Enderby Island, one
of the Auckland Group, was found to be
swarming with rabbits of the silver-grey variety,
and sea lions were also plentiful. H.M.S.
Wallaroo relieved the *Argyll* at New Zealand.AN entirely unexpected and sensational event
occurred at Dajueing races about three weeks
ago, of which no mention has been made by the
press, but the accuracy of the facts a corre-
spondent of the *Rangoon Gazette* guarantees.
At the second day's meeting of the Leobong
Races at Dajueing, Captain Ross, A.D.C. to the
Lieutenant-Governor, rode *Bridgman*, and
a bookmaker, named Galston, rode *Dick*. As
the race progressed these two horses collided
and Captain Ross thereupon gave Galston a
sound thrashing with his whip, with the result
that both horses bolted off the course. The
assault took place as the horses were nearing
the winning post and was witnessed by the
spectators. Subsequently, I believe, Captain
Ross tendered a private apology, but Mr. Galston
insisted upon a public apology, which was not
given, and Mr. Galston has placed the matter in
the hands of a Calcutta firm of solicitors with
instructions to file an action against Captain
Ross in the Dajueing Court. This case will
doubtless be watched with considerable interest.THE Peking correspondent of the *Shanghai
Mercury* reports the recent race meeting at
Peking was attended with more siff in diplomatic
circles than in the field of sport. The Committee
in charge of the arrangements for the meeting
failed to invite the French Minister, on account
of "the late unpleasantness" over the Club affair.
This slight was taken to heart, and immediately
he endeavoured to get the other Ministers to
refuse to attend. It appears the Belgian and
German Ministers agreed and absented
themselves. The United States Minister
was also entranced, but he appeared with
the British Minister on the race-course.
Quite a number of the Chinese officials
also attended. The excitement and gossip
over the actions of the French Minister seem to
increase rather than diminish. When he first
arrived in Peking it seemed quite likely that he
would become the most popular member of the
diplomatic body, but as he began to show a
spite against other persons and nationalities,
failing to evince that broad-mindedness essential
to real popularity, his friends, both Chinese and
foreign, gradually changed in their attitude.

MEMORANDA.

TO-DAY, 13th November.

9 p.m.—Ching Ling Foo Troupe of Wonder-
works at Victoria Hall, Duddell Street.

TO-MORROW, 14th November.

2.30 p.m.—Auction of household furniture, at
Mountain View, No. 1, The Peak, by Mr.
Paul Brevitt.5 p.m.—Ride Brigade Bandstand "Fri Diavolo"
at the City Hall.

SUNDAY, 15th November.

English and Tacoma mails due.

THE PLAGUE IN FORMOSA.

(From an occasional Correspondent.)

TAMSUI, November 9th.

There are two kinds of plague in Taipei, the
capital; one is Black Malaria and the other
Bubonic Plague. Every day the police search
the houses in the slums of the city and remove
the sick to the infectious diseases hospital outside
the city. I hear from the Japanese that about
15 to 20 fresh cases are reported daily amongst
their own countrymen, and that a great many
Japanese are returning to their native land owing
to their fear of catching these very infectious
diseases, while immigration from Japan is prac-
tically at a standstill for the same reason. The
mortality is very heavy, for as yet the Japanese
doctors, like their European confreres in the
East, have not yet been able to cure patients
suffering from these terrible diseases. However,
the cold season has now fairly set in, and as the
cleaning of the slums is going on apace we shall,
no doubt, soon hear that the epidemic has been
stamped out.

THE PO LEUNG KUK SOCIETY.

OPENING OF THE NEW HOME.

The new Home for Women and Girls, built
by the Po Leung Kuk Society, was opened this
afternoon by His Excellency the Governor in the
presence of a large and representative gathering.
The streets in the vicinity were fairly thronged
with Chinese, and a body of English, Chinese,
and Sikh police under Inspector Mackie con-
trolled the traffic very efficiently. A little after
3 o'clock the viceregal chair arrived, His
Excellency being accompanied by Captain
Stirling, A.D.C., and Mr. F. H. May, C.M.G.
In the entrance hall, which was richly decorated
with Chinese pagentry of many colours, the
Governor was received by the President and
members of the Committee. Among the number
of leading residents who graced the proceedings
by their presence were His Lordship the
Chief Justice, Commodore Holland (A.D.C.),
Mr. J. H. Stewart Lockhart (Colonial Secretary),
Hon. T. H. Whitehead, Hon. E. R. Bellion,
C.M.G., Hon. Dr. Ho Kai, Hon. Wei Yuk,
and Messrs Leung Ngan Pan, Ho Fuk, Fung
Ming-shan and many other prominent members
of the Chinese community.At the door of the Home His Excellency was
presented with a richly wrought silver key and
tablet in commemoration of the occasion, and an
address of welcome was also read by one of
the Committee. In the hall, which was elabo-
rately decorated, the Governor and party were
led to a table at the end of the apartment.His Excellency said he had great pleasure in
laying the foundation stone of the Home on the
18th January last. To-day they had asked him
to declare the building open and he was very
glad, indeed, to be present at this second and
final function. On the previous occasion he
spoke of the Society's good work and of the
thousands it had rescued from lives of in-
famy and shame, despite the inadequate
accommodation then available. He now
congratulated the Governor on the completion
of the Home, designed by our rising architect
Mr. Denison, and although he had not yet been
over it, and had heard it was rather small, he
understood that it was in every way suitable for
its purposes. He assured them that he person-
ally and always had the greatest pleasure in
assisting the Society in its excellent and admi-
rable work and he was sure his successors
would follow in his footsteps. He had great
pleasure in presenting them with a tablet, for
the inscription on which he was indebted to the
Attorney-General. The inscription on the tablet,
translated, His Excellency read as follows:—"I regard them as my own children."
The object of the Po Leung Kuk is the
suppression of kidnapping and the protection of
Chinese women and girls. The merits of the
Society, which has been managed hitherto by a
Committee under the direction of the Govern-
ment, are well known and have met with the
approval of the Imperial Government. Hitherto
the Society has been compelled to make use of
the premises of the Tung Wa Hospital, but now, in
accordance with the benevolence of Her Majesty,
which embraces all alike, I have granted a piece of
land on which to erect buildings, and on the
completion of these I have selected a sentence
from the *Book of Odes* appropriate to the
Society. Although I am not versed in Chinese
literature, I think I have chosen a suitable quo-
tion, its meaning being that protection is accorded
to all regardless of race, and my wish is that
all those who may be in authority in this Colony
will be guided by the *principle*.His wish was that all in authority in this colony
might be guided by that principle, and he had
no doubt they would. In declaring the building
open he expressed the hope that the Society
would be equally successful in the future and be
a permanent blessing to Chinese women and girls
coming here. He wished the fullest measure of
success to the Po Leung Kuk. (Applause.)Champagne was then opened and the toast of
"The Queen" was duly honoured, after having
been proposed by Dr. Ho Kai.The Hon. Wei Yuk proposed "His Excellency
the Governor" and spoke of the kindness His
Excellency had shown in regard to this move-
ment. The toast was duly honoured amidst
cheers.His Excellency, in responding, said he could
assure them that it gave him the greatest
pleasure to do anything he could for the
good of the people. This might be one of
the closing functions of his administration—
as they knew his term of office expired next
year—but he would take from Hongkong the
pleasantest recollections of his associations with
the Chinese people. (Applause.)Mr. Ho Fook, in proposing "Success to the Po
Leung Kuk," coupled with the toast the name of
its President, Mr. Lockhart. They all knew the
good work the Society had done, he said, and he
made reference to the labours of the President.
He hoped the Society would continue in its good
work.Mr. Stewart Lockhart, in reply, said success in
the past was not due to individual effort so much
as to that which came from the members of the
Chinese community, who with devoted self-sacri-
fice had taken up the work they had most at
heart. The evil the Society was established
to suppress had decreased, but if these efforts
were relaxed the evil might become a grow-
ing one. He was very glad to see Mr. Fung
Ming Shan present and regretted the absence
of other gentlemen. It must, he said, be
very gratifying to those who had taken part in
the work to see that their efforts were having
such an excellent result. Although the Society
was fairly prosperous it was still open to receive
subscriptions, and those desirous of doing so
could come forward and still help them. The
President and Committee would be very glad to
give all information and show any resident
over the Home.His Excellency was then escorted over the
building and the connections and any (unseen)

THE FORGERY CASE.

THE PROSECUTION AGAINST C. S. MCKINLEY.

At the Police Court this afternoon before Capt.
Hastings, C. S. McKinley, an electrical engineer
in the employ of the Hongkong Electric Com-
pany, was brought up, on remand, charged with
having, on or about the 3rd October, forged a
letter or document, dated the 3rd October,
purporting to be signed by one W. Farman,
of the New Victoria Hotel. Mr. J. Hastings
appeared for the prosecution and Mr. Robinson
(instructed by Mr. Mooney) appeared for the
defence.As soon as the Magistrate took his seat on
the Bench Mr. Robinson said he was instructed
to apply for a remand for the attendance of a
witness now in Japan who could not attend the
November Sessions, but was expected to be
here before the December Sessions.His Worship granted a remand till Saturday
next instant, but as before.

provided were much admired. It may be mentioned that the dormitories are all fitted with iron bedsteads and plenty of room is afforded for the inmates. The lighting throughout is by gas. A band of Chinese musicians played some national selections as the visitors were leaving.

THE RISK AND PROGRESS OF THE SOCIETY.

The objects of this institution are most highly commendable, and at the laying of the foundation stone in January last, His Excellency expressed his great pleasure at being in any way connected with such an admirable movement. In his address, on that occasion, the Governor made some remarks on the origin and success of the Society. He explained that some 17 years ago public attention was called by the Chief Justice to the evil practice of kidnapping, which was rampant in the Colony, and of selling the kidnapped women and children as if they were mere chattels. The principal Chinese residents, impressed with this scandalous state of affairs, memorialized the Governor, and through him the Secretary of State for the Colonies, and they asked for the greatest assistance for the purpose of suppressing this terrible crime; of protecting women and girls, and of restoring those who had been kidnapped to their friends or relations. This permission was granted, and the Committee of the Tung Wah Hospital placed at the disposal of the society a portion of their hospital for the temporary accommodation of the destitute women and girls rescued from their terrible fate. During the four years ending in 1891 no less than 2,751 persons had been dealt with by the Society, and from 1888 to the end of 1895 the large number of 5,343 persons had been rescued from the hands of those who had been sold to their homes or relatives. This was, indeed, a record of good work, and one which must commend itself to every honest and respectable resident in the Colony. The Governor said he could not imagine any more useful, charitable, and Christian-like work. Joy and peace must have been brought to many a troubled household by the restoration of girls by this Society to their own relatives and their own homes. The rules and regulations under which the Po Leung Kuk Society so long and so successfully worked were drawn up by the eminent Q.C. Mr. Francis. The Government and the community were much indebted to the Tung Wah Hospital Committee for the charitable assistance they had for so long given to the Po Leung Kuk, and the Government and the community were still further indebted to the Tung Wah Hospital Committee for handing over to this Society, for their new building, a site which was granted to the Committee for charitable purposes. Regarding the cost of building the Home, His Excellency, on the occasion referred to, said that the Chinese residents had subscribed amongst themselves the handsome sum of \$30,000 towards it, and the Government, recognizing the utility and value of the Society's efforts, added a further sum of \$20,000. It was impossible to run such an institution on European lines or under European management, and the Po Leung Kuk Society had proved itself worthy of confidence. He hoped that its future success might be greater still, that it might be the means of minimizing, if not entirely of suppressing, this disgusting traffic, and therefore become a permanent blessing to the present and future generation of Chinese women and girls.

THE BUILDING.

The designs for the new building were drawn up by Mr. A. Denison, the well-known architect, and the building was erected by the Wing On firm of contractors. The result is highly creditable to all concerned, the work being well and faithfully executed. The following are some particulars of the Home.—It faces Tai Ping-shan Street, and the entrance is from Po Yang Street. Leading to the door is a flight of stone steps and the building itself stands 16 or 18 ft. above the street level. The style of architecture adopted is Chinese and the material used is stone, with facings of mandarin green bricks. White tiles are used for the roof and set off the general appearance of the place to considerable advantage. The building is divided into three parts, the central portion containing the hall for members meeting and also rooms for the various officers. The west wing contains rooms for the use of out-patients from the Tung Wah Hospital, on the ground and first floors. Accommodation is provided on the second floor for inmates of the Home. The southern portion of the building consists of three stories, all entirely devoted to the Home's work. These open on all sides and have excellent provision for ventilation. On the north side, the open yard overlooks the one-storeyed building in the front part of the premises. The south side faces Market Street, the east side faces a passage way, and the west side overlooks the garden of the out-patients. The windows and doors on the north and south side are so arranged as to give a fine cool draught of air in summer, special attention having been paid to this matter. The accommodation for cooking and washing is provided on each floor, the appliances being of the best kind and greatest care has been taken regarding sanitation, the fittings being of the most modern type. The home will accommodate altogether 100 inmates, besides the matron and attendants.

COMPETITION BETWEEN ENGLAND AND JAPAN.

WHY ENGLAND "FEARS" JAPAN.

The following is a summary of several articles which appeared a short time ago in one of the leading Tokyo newspapers on the subject of commercial competition between England and Japan:—

The period to receive instructions from Europe and America has passed away, and the time to teach them has come. The day of dependency on the manufacturers of other countries has gone, and the time to supply them with our own manufactures has arrived. The epoch at which we stood in fear of them is succeeded by one in which they stand in dread of us. When Young Japan takes her full part on the great stage of the world, Russia and England are the two countries with which she will come into collision as representatives of Western Powers; one from a military point, the other as a commercial Power. Up to a few years ago the distance between them and us was considered great, but now, so far as interests are concerned, we are in close proximity to them. England's trade is recognized as predominant in the world, and Japan in this respect has been a boy beside a giant. Now, however, the fluctuations in the coal market cause sleepless nights to the coal merchants of Wales, and the spinning industry of Osaka is likewise a source of anxiety to the manufacturers in Lancashire. Their own intelligence does not cause much sensation to our optimistic race, but they hear of our intelligence and dread it. What we feel most pleasure in is that our improvement in industries is alarming Englishmen. They fear us, and know us as a formidable rival, because not only can Japan manufacture what has been hitherto supplied by foreign nations, but she is even able to export to foreign countries.

The staple exports which have been learned from foreigners are silk, piece goods, such as habutai, silk handkerchiefs, and others, cotton yarn, umbrellas, glassware, hats, gloves, knitted socks, foreign paper, soap, &c. The

steady improvement in the manufacture of these articles is what takes Westerners by surprise. Silk, which was shipped in a raw state in the early days of the present era, is annually increasing, as is also the business in silk piece-goods. As to cotton yarn, the Department of Agriculture and Commerce employed in 1883 165 hands in the two spinning mills under its direct control; to private mills there were then employed 3,305 hands, whereas last year the spinning companies employed 35,416 hands. In the match industry not only is the home demand supplied, but this article is largely exported in ever-increasing quantities, the first instance of this trade occurring in 1878. The manufacture of carriages and fittings is also likely to obtain prominence in the field of competition; the export trade first commenced in 1880, and has grown rapidly since. In other articles of daily use, such as hats, gloves, stockings, underclothes, drawers, &c., imports have diminished and exports are steadily increasing.

The manufactures of this country now encroach on the markets of the East, previously monopolized by England; it is, therefore, natural that England feels jealous and is afraid of Japan.

What England fears most in competition with Japan is the spinning industry. The import of cotton yarn from England in 1878 was 550,000 bales, and from India nothing; after that it rose to 7,447 bales from Manchester and 80,000 bales from Bombay. Owing, however, to the fall in silver and the development of the spinning industry there has since then been a very marked decrease in the import of these goods. Thus, while English yarns constituted 82 per cent. of the total of English and Bombay yarn sent to Hongkong, China, and Japan in 1875, the amount fell to 14 1/2 per cent. in 1894, while the demand for cotton yarn in the East increased five times in the last twenty years. The import of Manchester yarn to the East has shown such a downfall because Japanese yarn has been successfully competing with it. The actual condition in Lancashire shows still more conclusively how much British industry is suffering; only a few mills could declare a dividend of 4 per cent. and many large ones are carrying on at a loss, while in Japan all declared dividends of over 5 per cent., and some even 15 and 16 per cent. We have successfully beaten the spinners of Manchester, but what we fear is that a second Manchester may be formed either in Bombay or Shanghai. It will, therefore, be necessary that, wherever there is a profit to be found for Japanese spinners, the industry should be started, whether in Shanghai, Bombay, or new ports in China, so that we may be prepared for the competition.

In the supply of coal, the English product is everywhere giving way to the Japanese, as a result of the fall in silver. In short, the difference of price in favour of Japanese manufacturers and producers having become greater owing to the fall in silver, and the cost of manufacture being naturally cheaper in consequence of low rates of wage and abundance of coal, it is easy for Japanese to beat English manufacturers in the Oriental market.

Attached to the Report are certain reports of Cotton Spinning Companies for December, 1895. The extensive series of figures show the following totals and averages:—Spindles, total, 525,043; working days per month, 27; working hours a day, 23 1/4; average count of yarn, ring, 18; male, 23 1/4; quantity of yarn manufactured, total, 12,800,033 lbs.; average of one spindle a day, ring, 935 lbs.; male, 611 lbs.; quantity of cotton consumed, 14,075,561 lbs.; quantity of waste cotton, 1,683,148 lbs.; quantity of waste yarn, 1,861,747 lbs.; consumption of coal, 20,500,827 lbs.; average price of coal, per 10,000 lbs., 15.98; average horse-power, 13,058; coal consumed per I.H.P., per hour, 3.595 lbs.; number of male operatives, 9,202; number of female operatives, 29,134; average wages per day, male, 18.69 sen; female, 10.12 sen; average price of yarn per bale, 97.12 yen.

The amount of yarn produced during the year 1895 totaled 143,982,971 lbs.

The cotton consumed for the year 1895 was as follows:—Japan cotton, 3,377,760 lbs.; China, 3,241,955 lbs.; India, 7,746,030 lbs.; America, 18,400,045 lbs.; Annam and Saigon, 6,568,260 lbs.; Egypt, 419,174 lbs.; others, 407,341 lbs.; total, 183,231,226 lbs.—Japan Advertiser.

THE MASSACRE AT THE SOLOMON ISLANDS.

THE CAPTAIN OF THE "ALBATROSS" EXPLAINS.

In recent issues we gave full reports of the shocking massacre of a number of Austrian scientists and some members of the crew of the Austrian cruiser *Albatross* on one of the Solomon Islands. We have given the first reports of the outrage, and we followed that up with the official (consular) report of this sad affair. It will be remembered that the latter report held out no hope of the *Albatross* calling at Sydney after landing one of the injured men (who soon died) at Cooktown. We now find in the Sydney *Daily Telegraph* of the 12th ultimo, which came to hand by the *Africa* the day before yesterday, a letter addressed by the Captain of the *Albatross* to our Sydney namesake on the subject. It reads as follows:—

"My Imperial Government, having given permission to furnish the newspapers with particulars of the accident at Mount Tabor, an elevation near Lion's Head, in the Solomon Islands, I take the opportunity during a short stay in Sydney, previous to my departure for Europe, to address you on the subject as follows:—The narrative given by Mr. Mahon, as published in the Sydney *Morning Herald*, is strictly correct, that gentleman—companion of the Acting Deputy Commissioner, the Hon. C. M. Woodford—having collected his information on board of H. L. M. S. *Albatross* during a stay of a few weeks, when Mr. Woodford received all necessary particulars from me direct for the purpose of reporting to his higher authorities with a view to the apprehension and ultimate lawful punishment of the murderers.

"Mr. Woodford, coming from Florida in the schooner *Arrow*, arrived in Tote, and paid me a visit just at this critical time, and I had the privilege of his valuable counsel and assistance. I invited him to take part in the projected expedition to Mount Lamas—one of the principal mountains in the Islands (Scott high), which Mr. Woodford, who is a well-known naturalist, and the outstanding describer of the Solomon Islands of former days, gladly accepted.

"The expedition to Lion's Head had already started when Mr. Woodford arrived at Tote, and he was invited to return on board H. L. M. S. *Albatross*, intending to proceed with a second one, when Lieutenant Budik's report of the calamity arrived.

"The expedition had consisted of 18 persons, and did not rely on its numerical strength alone, but had used all precautions necessary on such occasions. The party had been attacked without the least warning, and had the natives known the deadly effects of firearms, the outrage would probably not have taken place at all.

crew of H.M.S. *Dart* and a great number of the inhabitants attending. All the other wounded are again convalescent, and have since attended to their duties on board.

"H.L.M.S. *Albatross* is at present on her voyage to Sydney under interim command of First Lieutenant Ford-Bubley, and will remain here until my return. I, myself, am on my way to Vienna, to report personally on this sad occurrence.

"I take this opportunity to present my most heartfelt thanks to Mr. Woodford publicly, who not only joined the rescue expedition and returned with the wounded, but also went with a second one for the recovery of the bodies of the fallen; and who, by the use of his authority and his intimate knowledge of the people and country, rendered me the valuable assistance.

"In conclusion I beg to tender my own and the thanks of the officers and the crew of H.L.M.S. *Albatross* for the deep sympathy and kindly consideration with this unfortunate occurrence expressed by all classes of the population of Sydney and other cities of Australia.

F. MAULDER,
Captain."

FOOTBALL.

THE GARRISON V. HONGKONG FOOTBALL CLUB.

This match was played yesterday afternoon on the Club's ground at Happy Valley, the teams being as follows:—

Hongkong Football Club.—D. Wood, goal; J. R. Gillingham, and H. F. Kew, backs; H. W. Slade, R. F. Lamont and W. H. Pryce-Brown, R.M.L.L. halves; J. D. Danby, H. W. Looker (Captain), W. D. Mayson, F. B. Deacon, and G. W. Millward, forwards.

Officers of the Garrison.—R. Alexander, R.B.; F. Percival, R.B.; A. D. Boden, R.B.; J. H. Thresher, R.B.; Capt. Baker Carr, R.B.; E. C. Rowcroft, H.K.R.; P. G. Anderson, H.K.R.; A. D. Grayson, R.A.; A. J. R. Greene, R.A.; P. G. Davies, R.A.; and Capt. Loveband, A.C. What little wind there was appeared to be all round the R.M.S., so neither side gained any material advantage from selection of goals. The play was at first even on both sides, the ball travelling from one goal to the other repeatedly, until Mayson, by a clever kick, scored the first point for the Club. The ball was then taken to the Club goal and, after a corner kick by Percival, which failed, Mayson dribbled up to the Garrison end and made a hot shot for goal, but missed. Grayson then took the ball to the Club goal, which was narrowly saved by Kew, but the ball was quickly returned and Rowcroft gaining the first goal for the Garrison made matters equal. The Club's goal was threatened immediately afterwards, but saved by Wood, and Mayson getting the ball made a fine run up, but unfortunately "muffed" the goal. The ball was then returned to the Club's end and their goal threatened, but Wood was again on the spot and removed the danger by a clever kick out. On half-time being called the score stood one goal each.

On play being resumed the Garrison obtained a free kick from the Club's end which was quickly converted into a goal by Rowcroft, placing them ahead of their opponents by a point. The Garrison then took two corner kicks in rapid succession, when Kew sent the ball well up the field and Mayson passing to Deacon a good rush up was made, but was unsuccessful. The Garrison, then got on the Club's end, but Kew was too smart and with a smart kick returned it. A determined attempt was then made by the Garrison but Gillingham, who had gone into goal at half-time, by a quick catch and dropkick saved the goal. The Garrison then obtained a corner and the Club goal was only saved by the clever manner in which Gillingham fisted the ball out. The ball was quickly returned but Gillingham again saved what appeared to be a certain goal by fisting the ball over the bar. Shortly after this the Garrison came up with a rush and scored their third and last goal. The Club then freshened up and took the ball well down to the Garrison's goal which had a narrow escape from being "ruined," after a corner kick. The Club had, however, buckled up too late, for the Garrison put a stop to the game, leaving the victory in the hands of the Garrison by three goals to one.

The Club team seemed to go all to pieces directly the Garrison scored their second goal, and from then to the finish, although some fine individual play was shown, they did not work sufficiently together to mend matters. Mayson, Deacon and Looker were particularly noticeable from their fine and unselfish play as forwards, the latter being invaluable to the Club on account of his clever and powerful kicking. Wood and Gillingham were excellent in goal and Kew as a back most played.

The Garrison team played a splendid game throughout, never missing an opportunity. Boden, Thresher, Alexander and Rowcroft worked well as forwards and it may be added, that the Club evidently felt the effect of Davies playing against them.

EWO COTTON SPINNING AND WEAVING COMPANY, LIMITED.

The following is the report for presentation to shareholders at the first ordinary meeting to be held at the Company's Office, Shanghai, at 4 p.m. on the 16th instant:—

The General Managers in submitting a statement of receipts and expenditure to the 30th September, 1896, have only to add that the buildings are nearing completion and the erection of machinery has commenced.

Consulting Committee.—In accordance with Article XVII, the members retire, and, being eligible, offer themselves for re-election.

Auditor.—The accounts have been audited by Mr. Wrightson, who offers himself for re-election. Shanghai, 30th September, 1896.

JARDINE, MATHESON & CO.,
General Managers.

ASSETS.	
To Property Account.....	125,500.00
" Building Account.....	114,402.58
" Plant Account.....	214,841.47
" Preliminary Expenses.....	2,720.75
" Hongkong and Shanghai Bank—	
Deposit Account.....	400,000.00
Current Account.....	137,354.15
	537,354.15
	Ts. 1,007,318.95

LIABILITIES.

By Capital.....	
Less outstanding.....	5,175.00
(All shares paid.).....	99,825.00
" Interest.....	6,816.95
" Transfer Fees.....	178.00
	Ts. 1,007,318.95

E. & O. E.,
Shanghai, 30th September, 1896.

JARDINE, MATHESON & CO.,
General Managers.

I have examined the foregoing accounts, comparing them with the books and vouchers, and certify the same to be correct.

C. W. WRIGHTSON,
Auditor.

THE FORMOSA CABLE IN WAR-TIME.

It is satisfactory to note that though no hope is to sight our Hongkong friends still continue to valiantly protest and fight against the Cable Companies' increase of rates, and by putting themselves, through the Chamber of Commerce, into communication with powerful friends in other parts of the world with the object of bringing pressure to bear on the companies or of moving their bowels to compassion by the force of unrelenting outcries, they are still working bravely for cheaper telegraphic rates. But seeing how little encouragement they have received from the home Government and bearing also in mind the fact that such administration in one of the most recent letters of the British Minister at Peking, we fear that the continuance of the agitation in its present form against the extortion of the Cable Companies cannot result in any amelioration of the hopeless condition of the public who support these insatiable corporations. But there is another corner branch of the question which we fancy people in Hongkong are disposed to lose sight of, though it may at any time turn out to be of supreme importance not only to the colony but to the British Empire at large. We refer to the Formosa cable, connecting the newly acquired Japanese possession with Sharp Peak, close to one of the cables of the Eastern Extension Company. It will be remembered that shortly after Japan took over Formosa a dispute arose between the Tokio and Peking Governments respecting the ownership of the Formosa cable. We believe the question is still unsettled, though in the meantime the cable is worked amicably between the Japanese operators in Japan and the Chinese at Sharp Peak. With the development of commerce in Formosa the commercial importance of this cable must naturally increase, while Hongkong, as a free port and a great shipping emporium, ought naturally to tighten its trade relationship with Formosa every year and to share in that development. This point alone therefore is one strong reason why Hongkong should be placed in direct telegraphic communication with the "Beautiful Island" but there is a much stronger one when the question is viewed from a strategic standpoint. It is highly important, not only to Hongkong, but to the British interest generally, that there should be no alternative and safe means of communication between Hongkong and Japan besides that over the Russian-controlled Great Northern Cable between Shanghai and Nagasaki, which in case of war, and having regard to the very peculiar relations between Russia and China on the one hand, and Russia and the Great Northern Telegraph Company of Copenhagen on the other, might become a very undesirable, if not an altogether impossible, line of communication between the British Admiralty and its branches in Japanese or Siberian waters. But if the Formosa cable were controlled from Hongkong or owned by a British company there would be an alternative route to Japan which we may be sure, now that her own cable from Nagasaki to Tamsui is nearing completion, Japan would gladly welcome, for it is also of the highest importance to her that in the event of a war—which does not seem so very remote—she should have an alternative route *via* Hongkong to Europe and America, so as to be free of the Danish Company which Russia could completely control in war-time, as Russia is the power which guarantees its protection. Though great efforts were made in the recent negotiations by the Cable Companies to fully secure that they should also control the Formosa cable, we believe that the question is still open and it is well worth the attention of the British naval authorities, the Colonial Government and the Hongkong Chamber of Commerce to see if this cable cannot be obtained by a British company. If this is impossible it certainly would be advisable to make arrangements for the laying of a new cable from Hongkong to Formosa direct. The value of such an important link in the telegraphic circle may be demonstrated sooner than we expect, and it is of the highest importance that Japanese and British ships in Japan and Siberian waters should not be at the mercy of a company controlled by Russia and altogether dependent for its existence upon Russian goodwill.—*China Gazette*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Kaiser-i-Hind*) 15th inst.
Tacoma (*Tacoma*) 15th inst.
American (*Baltic*) 16th inst.
German (*Salzungen*) 16th inst.
American (*Peru*) 24th inst.
Canadian (*Empress of Japan*) 1st prox.
American (*Coptic*) 1st prox.
Tacoma (*Victoria*) 4th prox.

THE Mutual Line steamship *Mayana*, from Glasgow and Liverpool, left Singapore for this port this morning, and may be expected here on or about the 19th inst.

SHIPPING RETURNS.

From 8 p.m. yesterday to 8 p.m. to-day.

ARRIVALS.	
<i>Hikosa Maru</i>	steamer, from Kaituma.
<i>Waghol</i>	" " Singapore.
<i>Sullberg</i>	" " Newchwang.
<i>Triumph</i>	" " Hainan.
<i>Haitan</i>	" " Coast Zelle.
<i>Longoon</i>	" " Swatow.
<i>Fooking</i>	" " Canton.
<i>Alacrity</i>	deep ship, Amoy.
Aggregating 8,354 tons register.	
DEPARTURES.	
<i>Formosa</i>	steamer, for Coast Ports.
<i>Changling</i>	" " Tientsin.
<i>Hanchi</i>	" " Halphong.
<i>Hokow</i>	" " Shanghai.
<i>Chuanwang</i>	" " Straits.
<i>Said</i>	" " Hilo.
<i>Manila</i>	" " Singapore.
Aggregating 8,399 tons register.	

HONGKONG AND WHAMPOA DOCK RETURNS.

ARRIVALS.	
<i>Lyssmoen</i>	in Kowloon Dock.
<i>Irene</i> (H.L.M.S.).....	" " "
<i>Haitan</i>	" " "
<i>Alacrity</i> (H.M.S.).....	" " "
<i>Nord</i>	" " "
<i>Chelydra</i>	" " "
<i>Dia</i>	" " "
<i>John Baskley</i>	" " Cosmopolitas.
<i>Taitang</i>	" " "
<i>Frithburg</i>	" " Aberdeen.

PAKED THE CANAL.

OUTWARD.—4th September—*Sydney*, 29th September—*Agathar*, and October—*Ching-wo*, Yonow. 6th October—*Glenferrie*, 13th October—*Ossana*, *Cowfold*, *Bahla*, 20th October—*Braunauer*, *Cephalonia*, *Morini*, 23rd October—*Polymachus*, 27th October—*Dordogne*, *Sachin*, *Lombard*, 30th October—*Glenferrie*, *Pyrhus*, *Torre*, *Glebe*, 6th November—*Sunda*, *Saghalien*, 10th November—*Glenferrie*, *Glenferrie*.

HONGKONG.—6th Nov.—*Prince Halan*, 10th November—*Nath*, *Nath*.

THE DUTCH AND JAPAN.

As our readers are aware, a new Commercial Treaty between the Netherlands and Japan has recently been signed at the Hague by the delegates of the respective States, and in calling attention to this a writer in the *Morning Post* remarks that to the Dutch there must seem a certain grim irony in the turn of events in the Far East which has led to the admission of Japan among the brotherhood of progress.

Since, and which will further result in the opening, within a very brief space of time, of the whole of the Japanese Empire to foreign trade without distinction or exclusion. For, had it not been for the trickery of the Dutch East India Company in the first instance, and the subsequent rapacity of the local "Head-merchant and negotiator," to whom the Amsterdam merchant adventurers committed the management of their affairs in Japan, that interesting land would in all likelihood have admitted all foreigners to unrestricted intercourse within its limits a century ago; and Holland, instead of being last and least in the esteem of the Japanese, and literally nowhere in the Japanese trading marts, would have ranked first and foremost among the nations of the West having political and commercial relations with the Island Empire. More than two centuries ago the Dutch obtained, without pressure and without threat, as a voluntary concession from the then reigning "Shogun," the very privilege which all European States have been so long endeavouring to secure, the opening, that is, of the whole of Japan to foreign trade. This valuable grant was conceded to the merchant of the Dutch East India Company in the year 1611. The grant is still extant in the original text. And the representatives of the Netherlands who have arranged the treaty just signed at the Hague can hardly fail to have mused at the changes time has brought about, and that they should now, at the end of the latter half of the nineteenth century, find themselves agreeing to a pact securing them privileges which were granted to them more than two centuries ago, and which, but for their own fault, might have been enjoyed by them unimpeded to the present day.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before His Honour Mr. T. S. S. Smith, Acting Justice.)

November 13th.

FEATURES.

Judgment was given for plaintiff in the following cases to-day:

1447— <i>Wing Lung v. Tam Chan</i>	\$17.00
1503— <i>Chung Lit v. Lo Lok</i>	7.30
1504— <i>Chung Lit v. Tam Tin</i>	17.38
1505— <i>Mama Singh v. L. de Lemos</i>	
Barretto.....	20.00
1522— <i>Gunda Singh v. Sakh Rajbhai</i>	25.00
1523— <i>Kesar Singh v. A. Shing and Ah Tak</i>	50.00
1524— <i>Jack Singh v. L. Barretto</i>	18.00
1529— <i>Wong In Fong v. Poon Shing Hin</i>	78.04
1536— <i>Gian Singh v. Ah Tak and others</i>	45.00
Case No. 1495— <i>Sheer Singh v. C. Plato and E. Concelao</i> \$40.00 was settled this morning.	
1547— <i>Gundar Singh v. Julia C. Parcel</i> \$50.00 was fixed for Tuesday next, and 1534— <i>Kaspi Singh v. Pearson and others</i> \$100.00, was adjourned for a week.	

STRONG ENGLISH WORDS.

When a person says "I suffered excruciating pain," he expresses a fact in the strongest words afforded by the English language. The word "excruciating" comes from *crux*, a cross, and signifies intensity of agony comparable only to that endured by one who endures the barbarous punishment of crucifixion. There are some diseases which, for a time, cause pain of this acute and formidable nature. To find a relief for it, when possible, is at once the impulse of humanity and the studious desire of science. Two brief examples may indicate what success is attending the effort to both comfort and cure cases of this kind.

"Nearly all my life," writes an intelligent woman, "I have borne the burden of what appeared to be incurable illness. I always felt heavy, weary, and tired. My appetite was poor, and after eating I had a cruel pain at my throat and between the shoulders. Frequently the pain was so intense that I was impelled to loose my clothing and walk about the room. My nerves were disordered and irritable, and I was, consequently, easily irritated and upset. My sleep was habitually bad, and I seemed none the better for spending a night in bed. Eating but little, my strength waned of necessity, and I came to be very weak. For a long time I got about feebly and with difficulty.

"In August, 1887, I had an attack of rheumatic gout, which gave me the most harrowing experience of my life. The complaint took its usual course and refused to yield to the ordinary treatment. Through the partial failure of the liver and kidney drooping set in and my legs and feet became puffed and swollen. I suffered excruciating pain and was confined to my bed for thirteen weeks. Remedies of every description were tried but to little purpose.

"My brother, visiting me one day, said he had been cured of an attack of dropsy by a medicine called Mother Selig's Syrup. I got a bottle from Mr. Hewitt, the chemist, in River Road, and, after taking it for a brief course, I continued taking it, and soon the pain and swelling abated. I could eat without pain or inconvenience, and by a week's further use of the Syrup I was not only free from my local ailment, but felt better than I ever did in my life before. Since then I have enjoyed continuous good health, taking a dose of Mother Selig's Syrup once daily for some transient indisposition. You are at liberty to publish my letter. (Signed) Mrs. Elizabeth Rogers, 42, Florna Road, South Tottenham, London, September 18th, 1895."

"In January, 1898," writes another, "I had an attack of indigestion, and was confined to my bed for eight weeks thereafter. Subsequently I was very weak, and could get up no strength. I had little food I forced down (having no appetite) and I was unable to do anything but lie in bed. I was so weak that I was unable to walk and had frequent attacks of dizziness. I was worn almost to a skeleton, and none thought I would recover.

"In June, 1898, Mr. Smith, a friend of mine, recommended me to try Mother Selig's Syrup, which I at once procured of Mr. George Tombs, the chemist in Kowloon. After taking it for only one week, the dizziness benefited. I could eat better, and food agreed with me. Continuing with the Syrup I grew stronger and stronger, and soon felt even better than before I was attacked by the indigestion. You are free to print this statement if you wish to do so. (Signed) Mrs. Ruth Hamley, 44, Elm Street, Huddersfield, Nottingham, March 10th, 1899."

It is best and safest to prevent pain by using Mother Selig's Syrup immediately when the slightest illness appears.—*Adm.*

Auctions.

PUBLIC AUCTION.

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH
LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. DYSPEPSIA,
FLATULENCE, and all affections of the Digestive Organs.

GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 65, Queen's Road Central.

**SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN**
Capital: 1,000,000
Head Office: 15, Avenue d'Orléans, Paris

WORKS IN EUROPE:
M. DYLE (BACALAN), France
M. BACALAN (DYLE), Belgium

Railways and tramways, Plan and Building Stock, Bridges and Wagons, Wheels, Wheels
and Axles combined, and Permanent Bridges for railways. Permanent and portable (demo-
nstrated) Bridges for Roads, Gardens and metallic frames, Steam Launches and Steamboats,
Boilers and Steam Engines, Druggists.

CONTRACTORS
FOR
Constructing and Working
Railways and Tramways.

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the SUEZ CANAL CO., Paris.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies
of your babies, or just why your children are thin and pale. You do
not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment
during growth. It contains the essential elements for increasing
vitality, giving flesh, and making solid bones. It cures Rickets,
Marasmus, and all Wasting Diseases, and makes the children robust,
strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.
FOR SHANGHAI, CHEFOO, CHEMULPO
AND NAGASAKI.

THE Company's Steamship

"SENDAI MARU,"
Captain C. Olsen, will be despatched for the
above Ports on SUNDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 12th November, 1896. [1754]



NIPPON YUSEN KAISHA.
FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU,"
Captain Andersen, will be despatched for the
above Ports on MONDAY, the 16th instant, at
4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 7th November, 1896. [1718]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the
above Ports on TUESDAY, the 17th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 12th November, 1896. [1757]



NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND
BOMBAY.

(Calling at TURTLE CREEK on the home voyage.)
THE Company's Steamship

"MIKE MARU,"
Captain Goleg, will be despatched for the above
Ports on SATURDAY, the 21st instant, at
4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 10th November, 1896. [1758]



NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT
SAID, MARSEILLES, LONDON
AND ANTWERP.

THE Company's Steamship
"YAMAGUCHI MARU,"
Captain Allen, will be despatched for the above
Ports on FRIDAY, the 13th December, at
Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 10th November, 1896. [1759]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Jones, will be despatched TO-
MORROW, the 14th instant, at Noon.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A daily qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th November, 1896. [1663]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TIENTSIN,"
Captain Dawson, will be despatched as above
TO-MORROW, the 14th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th November, 1896. [1745]

FOR SHANGHAI.

"LOONGMOON,"
Captain F. W. Scholz, will be despatched for the
above Port TO-MORROW, the 14th instant,
at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 12th November, 1896. [1749]

FOR NEW YORK, VIA SUEZ CANAL.
THE "MOGUL" Line Steamer

"MOGUL,"
will be despatched for the above Port TO-
MORROW, the 14th instant.

For Freight or Passage, apply to
DODWELL CARLILL & Co.,
Agents.

Hongkong, 12th November, 1896. [1750]

**OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.**

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Monmouthshire [Saturday] 14th November.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MONMOUTHSHIRE,"
will be despatched for VICTORIA,
(B.C.) and PORTLAND, OREGON, via KOBE
and YOKOHAMA, on SATURDAY, the 14th
November.

Consular Invoices of Goods for United States
Points should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th November, 1896. [1661]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Risch, will be despatched for the
above Port on SUNDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 12th November, 1896. [1756]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN (DIRECT).
THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
on MONDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th November, 1896. [1712]

**AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.**
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"GISELA,"
Captain Gjorgio, will leave for the above
places on MONDAY, the 16th instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 10th November, 1896. [1733]

SAILING VESSELS.

FOR NEW YORK.
THE 3/4 A. L. L. 3/4m. American Ship
"WILLIAM H. SMITH,"
Willson, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 10th October, 1896. [1611]

FOR SAN FRANCISCO.
THE 100 A. L. British Ship
"CLAN MACFARLANE,"
Templeton, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

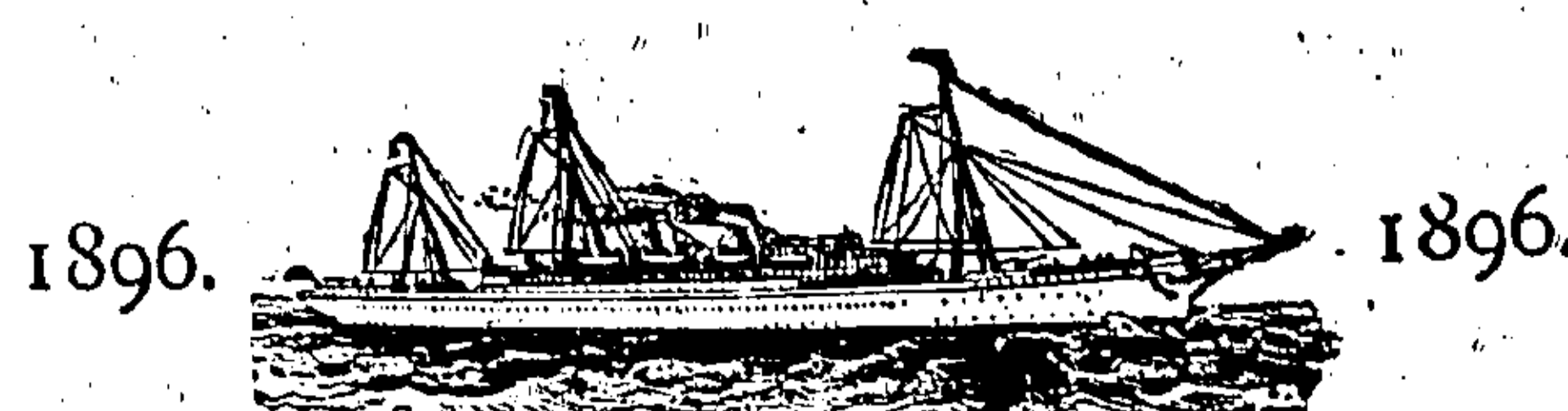
Hongkong, 9th October, 1896. [1695]

FOR NEW YORK.
THE L. L. I. American Ship
"WILLIAM J. ROTCH,"
Captain B. Lancaster, is loading for the above
Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARRER & Co.,
Agents.

Hongkong, 12th October, 1896. [1699]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 25th October, 1896. [13]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 24th Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 10th Dec., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 29th Dec., at Noon.

THE Company's Steamship
"BELGIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU, on
TUESDAY, the 24th November, 1896, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 5th November, 1896. [13]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P.A.O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [161]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR
and EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Brasmar	3,601	Tuesday	Nov. 17.
Tacoma	2,540	Tuesday	Dec. 8.
Victoria	3,107	Tuesday	Dec. 29.
Olympia	2,683	Tuesday	Jan. 19.
Brasmar	3,601	Tuesday	Feb. 9.

THE Steamship
"BRAEMAR,"
Captain E. Porter, sailing at Noon, on TUES-
DAY, the 17th November, will proceed to
VICTORIA (B.C.) and TACOMA (Wash.),
via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL CARLILL & Co.,
General Agents.

Hongkong, 9th November, 1896. [4]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship
"KHEDIVE,"
Captain S. G. D. Andrews, R.N.R., carrying Her
Majesty's Mails, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 19th
November, at Noon, taking Passengers and
Cargo for the above Ports. This steamer
connects at Bombay with the S.S. India, leaving
that Port on the 12th December, for London
direct.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th November, 1896. [431]

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES OF RUSSIA.

PROPOSED SAILINGS FROM HONGKONG,
(SUBJECT TO ALTERATION.)

Sachsen	Tuesday	8th Dec.
Bayern	Tuesday	5th Jan.
Prinz Heinrich	Tuesday	2nd Feb.
Preussen	Tuesday	2nd March.

ON TUESDAY, the 8th day of December,
1896, at 10 A.M., the Company's Steamship
"SACHSEN," Captain —, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
Genoa.

Shipping Orders will be granted till Noon on
SATURDAY, the 13th Dec. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 15th Dec., and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
15th Dec. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs and Parcels should not exceed Two Feet
Cable in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardsess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 11th November, 1896. [1745]

Printed and Published by CHESNEY
DUNCAN at No. 6, Paddis Street, in the City
of Hongkong.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.